

Congress of the United States
Washington, DC 20515

September 28, 2010

Dear Ohio Colleague:

We write in support of the 2010 National Aeronautics and Space Administration (NASA) Authorization compromise legislation as proposed by the House Science and Technology Committee and in opposition of the Senate NASA Authorization. We believe the House compromise bill has substantial benefits to the Glenn Research Center (NASA Glenn) and Plum Brook Station, and that the bill is the best path forward for NASA and the United States' human space flight program.

The House Authorization contains a rededication of significant resources toward aeronautics and space research and development (R&D) programs that is critical for sustaining in-house intellectual competencies necessary for future mission success and for developing a fiscally realistic and sustainable, yet ambitious human space flight program. It contains a total of \$1.70 billion in Aeronautics funding over the next three years and is authorized at \$580 million for Fiscal Year (FY) 2011. This is a vital \$73 million increase over FY2010 enacted funding levels for the aeronautics sector which is fundamental to the economy. The Space Technology account is funded at \$600 million for FY2011 and over \$1 billion for FY2012 and FY2013, providing research centers like NASA Glenn with the necessary resources to perform more R&D research that is critical for development of next generation technologies to support future key NASA missions over the next decade such as Solar-Electric Propulsion and High Efficiency Space Power Systems. Furthermore, we believe NASA Glenn could play an important leadership role in the new Exploration Technology Development (EDT). The House bill allocates a total of \$1.19 billion to EDT with \$300 million for FY2011, \$437 million for FY2012 and \$449 million in FY2013. Although EDT has not been assigned to a NASA Center, we believe that in the coming months with the delegation's effort, NASA Glenn has the infrastructure and expertise to operate this program like no other center.

The House Authorization bill also includes necessary workforce protections for civil servants during NASA's transition to the new programs. Workforce protections are important to prevent knowledge gaps in the agency's aging workforce and to mitigate other negative impacts on the workforce and the long-term implications on the industrial base.

We further believe that it is in our national security interest to have the ability to send astronauts into space. The House Authorization bill provides for a Crew Launch Vehicle (CLV) that ensures that the US will have government access to space without having to rely on China and Russia if the United States commercial space sector is unable to provide access. Furthermore, the House Authorization bill provides important protections for U.S. taxpayers by mandating that a commercial space sector company provide 50 percent of company money to match the government's contribution toward capital received under the commercial crew/cargo transportation program. It also calls for NASA to begin work immediately on a Heavy Lift Vehicle (HLV) that will enable us to explore beyond Low Earth Orbit.

These significant investments in Aeronautics, Space Technology and EDT, combined with work NASA Glenn will receive from the next CLV and HLV, will ensure that NASA Research Centers such as NASA Glenn will receive as much, if not more, work than they were originally planned to have.

The Senate bill, in contrast, could cause over 250 contractors to lose their jobs and up to 250 civil servants will not be used to their capacity. The State of Ohio cannot afford the loss of these jobs. The Senate bill requires NASA to be completely dependent on the commercial sector for crew and cargo transportation to the International Space Station (ISS), provides no government-vehicle back up, and levees a severely reduced Space Technology program. Additionally, it requires no minimum investment of funds by companies that submit proposals to receive taxpayer funds. The capability of the commercial space industry to provide a fully reliable cargo transportation service has yet to be demonstrated and as such, we can not support legislation that provides the government with no other option than to rely exclusively on the commercial sector.

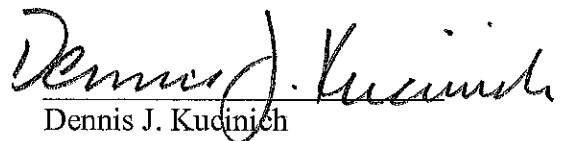
As stalwart supporters of NASA Glenn and its unparalleled workers, we support the Gordon compromise and oppose the Senate bill. We encourage you to do the same and work with us in requesting to House leadership that we bring Chairman Gordon's compromise bill to the floor for consideration.

If you have any questions, please feel free to contact Dan Cano at daniel.cano@mail.house.gov or 5-5731 or Diala Jadallah at diala.jadallah@mail.house.gov or 5-5871.

Sincerely,



Steven C. LaTourette
Member of Congress



Dennis J. Kucinich
Member of Congress